

5. ADDITIONAL INFORMATION

A. *Ability to develop, design and construct Class-A commercial or municipal office project.*

1. *Describe how the project meets the County's need. Describe, for the proposed initial facilities, the spaces designated for office, customer service counter and waiting areas, customer support, program support, public meeting, conferencing, dining, food service, information technology, and building support. Describe the civic, cultural, and recreational amenities unique to each facility, and the parking, security and site infrastructure to support the proposed land uses.*

The Loudoun on 7 Site offers a gateway into lush Loudoun County. The master plan design proffers space for the government facility on Route 7, while connecting the county's natural areas in the direction of the Potomac River. The collection of unique buildings, varied uses and public spaces will create a civic gathering space that is approachable both for employees who work there daily, and for residents who are visiting for business, education or recreation.

The first phase includes two buildings. According to program requirements, the largest will announce the epicenter of Loudoun County Government in a ceremonial facility of 400,000 square feet. Nearby, the 100,000 square-foot health and community services building will anchor and form a main public gathering space.

With the current site configuration, the formal open space surrounds mixed office, retail and civic uses; the informal open spaces lie closer to the site's wetlands. This area will include provisions for an outdoor theater and nature center building. Other civic uses may include a library, community center, daycare or Loudoun County continuing education center.

Retail uses will include daytime and evening offerings. Dining and convenience shopping are important elements of the master plan, to create an all-day, vibrant place to eat, shop and work.

All four of our possible master plans contemplate the construction of two structured parking decks serving the project. We propose that 3.64 parking spaces be allocated per 1,000 square feet of office space, as well as one additional parking space per 1,000 square feet of gross floor area, to accommodate the parking of county-owned vehicles at the central facility. Controlled-access parking would be available for county-owned vehicles and employees. Connection to public transportation is offered

as well.

The site is connected to some of the most advanced technology in the region. The facility systems will provide the availability of state-of-the-art utility and communication systems.

B. The location of the private entity's proposed property within the primary area of consideration.

1. Submit a vicinity map that clearly identifies the private entity's proposed property, the Suburban and Transition Policy Areas, the corporate limits of the Town of Leesburg and the boundaries of the Town of Leesburg's Joint Land Management Area.

See Appendix M

2. Identify and fully describe the existing road network surrounding the private entity's property including the relationship of the property to Route 50, Route 7, Route 15, Route 28, and the Dulles Greenway. Describe the visibility of the site and the proposed facilities from the surrounding community.

Harry Byrd Highway (Route 7) serves as one of the major east-west commuter routes in Northern Virginia, linking Loudoun County in the west with Fairfax and Arlington counties in the east. In the vicinity of the Loudoun on 7 Site, Route 7 consists of three through lanes in each direction, with a posted speed limit of 55 miles per hour. Exclusive single and/or dual turn lanes are provided at major intersections. The Loudoun Countywide Transportation Plan (CTP) classifies Route 7 as a median-divided, controlled-access, principal arterial. Interchanges are planned at Ashburn Village Boulevard and the Loudoun County Parkway. An interchange was recently completed at Lansdowne Boulevard.

Riverside Parkway (Route 7 North Collector) is a four-lane, median-divided, major collector from Leesburg to the west through to Janelia Farms Boulevard.

Lexington Drive is a four-lane, median-divided minor collector with an existing connection to Route 7 and Russell Branch Parkway to the south.

Route 7 provides exceptional access to the major thoroughfares throughout the county and Northern Virginia. This is achieved with connections to Route 28, Route

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15, the Loudoun County Parkway, and Route 659. Route 7 also provides access to the Greenway and Route 50 via these other routes. These roadways could be a natural extension of Metrorail with Bus Rapid Transit (BRT) systems feeding the stations planned along the Greenway.

3. Identify and fully describe the availability and relationship of the private entity's property to existing or planned transit within Loudoun County, including regional park-and-ride facilities.

Loudoun Transit currently provides transit service on the Route 7 corridor. The "7 To 7 On 7" bus line provides 7:00 a.m. to 7:00 a.m. service from the existing County Government Building in Leesburg to The George Washington University Virginia Campus located at the intersection of Route 7 and the Loudoun County Parkway (Presidential Drive). Commuters can transfer to the Dulles 2 Dulles Connector bus service at the Dulles Town Center Plaza stop.

Buses depart at half-hour intervals and make a total of 10 stops. The current fare is 50 cents per trip.

The Loudoun on 7 plan incorporates a transit hub into its design. Provisions for future north-south routes and bus stops are anticipated. Local shuttles will likely run to destinations such as Ashbrook, Ashburn, the future One Loudoun development. This transit hub will promote transit use among workers and residents in the surrounding community.

C. The attributes and constraints of the private entity's property.

1. Submit a site plan that clearly identifies the property limits of the private entity's property and the total acreage of the property. Identify and fully describe the conceptual plan that supports the initial site and facility construction program, as well as meets the County's future expansion needs. Include the proposed and future buildings, and the associated parking, all required buffers, landscaping, stormwater facilities, roadways and utility rights-of-way for both the proposed and future facilities.

See Appendix N

2. Identify and fully describe the location, size, and relationship of the buildable acreage as well as non-buildable areas that are constrained

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by environmental, regulatory, or other factors

- Total Site Area: 76.0 acres
- Total area in setbacks: 18.8 acres

Setback acreage includes the following:

- 300' building setback along frontage of Route 7.
- 200' parking setback along the frontage of Route 7.
- 35' setback along Route 823 to the east.
- 50' setback along Potomac Farms Section 2 to the east.
- 15' setback along Selden Island Holding Property, LLC to the north.
- 15' setback along Howard Hughes Medical Institute property to the west.
- Right-of-way dedication for Lexington Drive and Smith Circle: 4.7 acres
- Wetland area including 3,500 linear feet of stream: 1.6 acres
- Buildable area: 50.9 acres

3. *Identify and fully describe the existing utilities in the area of the private entity's property, including electricity, natural gas, public water and sewer, telephone, and fiber optic telecommunication services. Include the name of the utility provider, the relationship and proximity of each utility service to the property line and the available capacity of each utility service. State assumptions related to any off-site utility extensions or improvements needed for the project.*

- Water is provided by the Loudoun County Sanitation Authority and is available along the frontage of the site. There is sufficient capacity to serve the site.
- Sewer is provided by the Loudoun County Sanitation Authority and is available 850+/- feet north within the adjacent Howard Hughes Medical Institute site. Easements for construction of the sewer are in place. There is sufficient capacity to serve the site.
- Electric service is provided by Dominion Virginia Power and is available along the frontage of the site.
- Gas service is provided by Columbia Gas and is available along the frontage of the site.
- Telephone service is provided by AT&T and is available along the frontage of the site.

4. *Identify and fully describe the anticipated ingress and egress routes from the private entity's property for the project and state*

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assumptions related to any off-site road network improvements needed for the project.

The proposed road network for the site will be a four-lane, divided roadway connecting to Route 7 in the eastern portion of the site, directly across from the existing Lexington Drive connection to the Ashbrook project. This roadway will transverse north and west to the western property line. It is anticipated that this four-lane, divided roadway will connect to the existing intersection of Janelia Farms Boulevard and Riverside Parkway.

This off-site connection will require construction of the four-lane, divided roadway on the Howard Hughes Medical Institute property for a distance of approximately 1,700 feet. There is also a proposed roadway connecting approximately in the midpoint of the property along Lexington Drive, transversing to the northern part of the property. At this time, it is anticipated that this roadway will start as a four-lane, undivided roadway and taper down as traffic counts warrant.

We anticipate on an interim basis the following improvements:

- Signal modification at Route 7 and Lexington Drive.
- Westbound approach to provide left, left-through and right turn lane use.
- Construction of a four-lane, divided roadway section for Lexington Drive from Route 7 to Janelia Farms Boulevard.
- Reconnection of Smith Circle and access to Bluemont Nursery.
- Traffic signal anticipated for vehicles at the main campus intersection.
- Traffic signal anticipated for buses at the main transit hub intersection.

Ultimately, the Loudoun on 7 Team anticipates improvements by others to include an interchange at Ashburn Village Boulevard/Janelia Farms Boulevard. With these improvements, Lexington Drive will become grade-separated over Route 7. In addition, the County may consider an 8-lane Route 7 from Route 28 to Route 15 or peak-hour reverse flow lane(s).

Access to the site on an interim basis would be provided as follows:

- From the east - Route 7 to Lexington Drive.
- From the west - Route 7 to Janelia Farms Boulevard or Lexington Riverside Parkway to Lexington Extended.
- From the south - Lexington Drive Ashburn Village Boulevard to Janelia Farms Boulevard to Lexington Extended.
- From the north - Smith Circle to Lexington Drive.

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Access to site on an ultimate basis would change as follows:

- From the east via LCP - Russell Branch Parkway to Lexington Drive.
- From the west - Janelia Farms Boulevard.

D. The extent to which the private entity's proposal integrates the County's facilities into the surrounding community.

- 1. Identify and fully describe any community recreational, cultural and performing arts uses that are included in the conceptual planning for the project. Identify the relationship of these resources to the County's on-site activities and use by the community.*

The Loudoun on 7 development will feature an active 12- to 16-hour environment where families will be drawn to recreational and civic uses, as well as retail activities. Visitors could use the gym, enjoy one of the many restaurants, or picnic in the open park space. They could walk across the street for a sandwich, pick up some flowers, stop by a café, or watch local thespians at an outdoor theatre.

The plan includes walking and biking trails that may possibly connect with currently underutilized natural amenities like the Potomac River. The civic spaces essential to our four proposed plans will be ideal for public performances. These spaces will accommodate a wide variety of cultural and performing arts groups, including local groups such as the Loudoun Ballet Company, the Loudoun Chorale, the Loudoun Symphony Orchestra, the Loudoun Symphonic Winds, the Master Singers of Virginia, and the Bluemont Concert Series, among others.

- 2. Identify and fully describe the availability and proximity of retail and cultural amenities in the vicinity of the private entity's property, and the pedestrian and trail connectivity of the site to the surrounding community. How is the project integrated into the scope of the area's overall planned development?*

Everything in the development will be designed with both pedestrians and automobiles in mind. Employees and visiting county residents will enter a site that is both vehicle accessible and pedestrian-friendly. Designed completely to pedestrian scale, employees and visitors can arrive at the site by public transit or private vehicle, park in structured parking spaces, and never have to drive during their time there. We propose a Virginia Regional Transit stop for 7 To 7 On 7 buses on site. Potentially, out-of-town visitors could arrive via bus, walk from hotel to office to café, and never

need a car throughout their entire visit.

In addition to the office and civic spaces, the Loudoun on 7 plan includes approximately 40,000 square feet of varied retail and restaurant space with room for up to seven restaurants. This will greatly enhance the complementary retail space presently found along the Route 28/Route 7 corridor, as well as the existing retail center at Ashbrook on the south side of Route 7 across from the site. In addition, One Loudoun Center was recently approved with plans for approximately 700,000 square feet of retail space less than a mile away.

3. Identify and fully describe any public art included in the private entity's proposal, and its accessibility from the surrounding community.

The inclusion of public art that is interactive and understandable is an important feature. The development team values a master plan goal to use the environment itself as public art. The sculpting of the land with topography and the shaping of the space with buildings will be artful in and of itself. This will allow for the further placement of art pieces that are interactive and relate to residents of the community.

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